

# TRINITY SCENIC BYWAY

SHASTA-TRINITY NATIONAL FOREST  
SIX RIVERS NATIONAL FOREST



Pacific Southwest Region



Historically, this proposed byway is rich in mining lore. Few know that gold was discovered in 1848 along the Trinity River and that mining continues to this day. The two State Historic Parks offer views into this past history and interpretive signing is to be placed along the route.

This route is truly one of the most beautiful areas in northern California and also one of the most interesting from a cultural standpoint.

## **Description of the Proposed Route**

### **Statement of Significance**

The proposed byway is on an existing State Highway with much visual diversity and a very high degree of scenic value. It is rich in historical, educational, recreational, and scientific features of national significance. For some 30 miles the byway is immediately adjacent to the Trinity Wild and Scenic River and for 25 miles adjacent to the Trinity Alps Wilderness. The route also travels through Whiskeytown-Shasta-Trinity National Recreation Area.

### **Location and Scope**

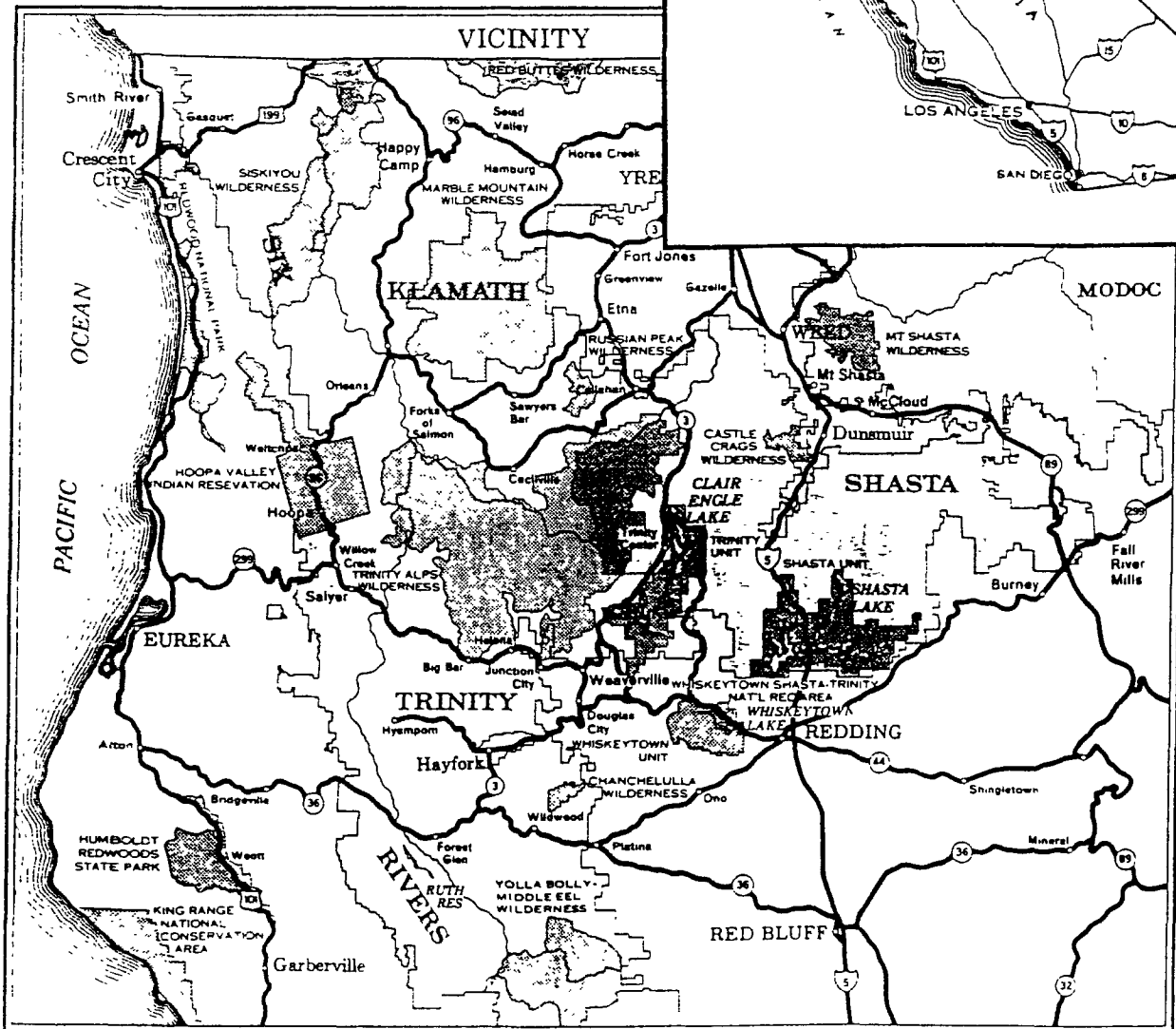
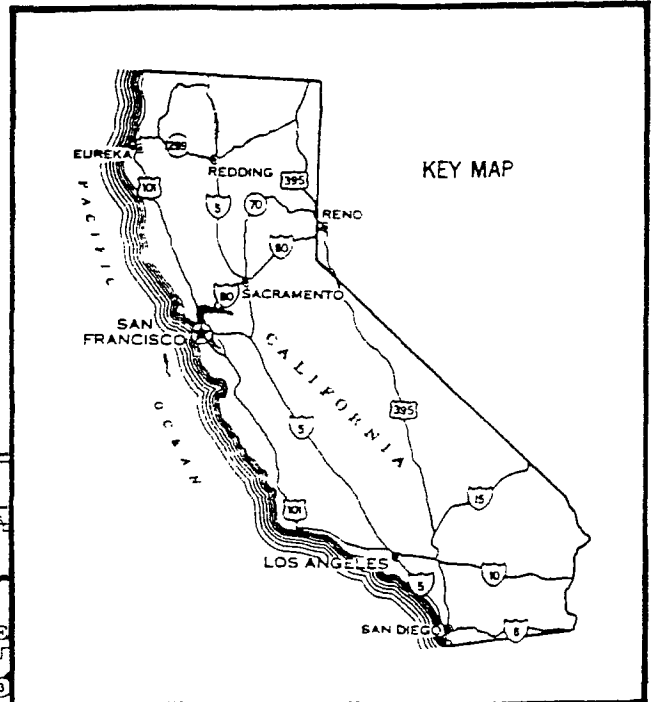
### ***Political Description, Jurisdiction or Ownership***

The proposed Trinity Scenic Byway covers three counties; Shasta, Trinity, and Humboldt in northwestern California, and is in the 1st. and 2nd. Congressional Districts. All of the proposed route is on State Highway 299 West. Federal agencies having jurisdiction over lands adjacent to this route include the Forest Service, Bureau of Land Management, and National Park Service. State, county, and city agencies along the route

are eager potential partners in the designation of the Scenic Byway. Representatives of these jurisdictions have joined together in a united effort to support and to help implement the Scenic Byway designation.

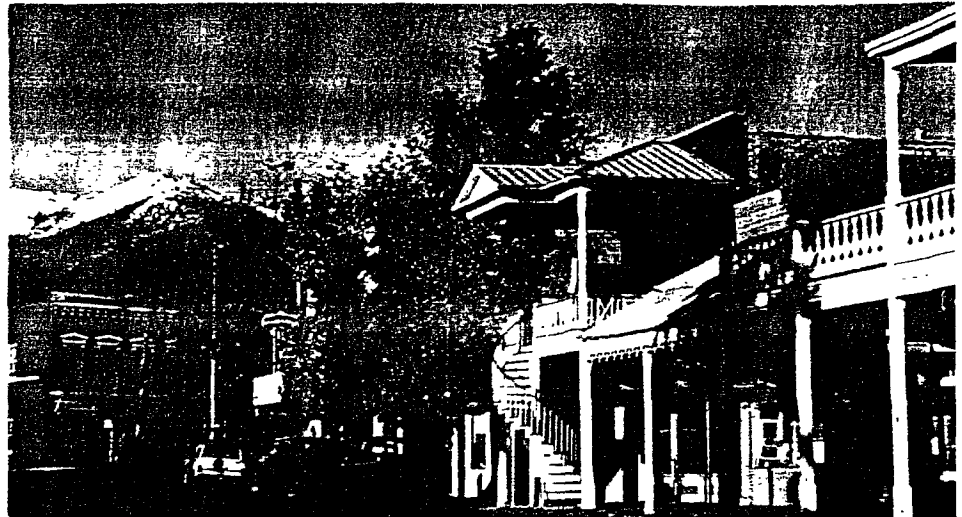
### **Mileage of Forest Service, other Federal, State or Local agency or private jurisdiction**

All 140 miles of the proposed Scenic Byway are on State Highway 299 West. The highway is managed to Highway Safety Act standards and is maintained by the California Department of Transportation (Cal Trans). Approximately 70 miles are within National Forest System Lands, 17 miles have mostly Bureau of Land Management land adjacent, 10 miles are within the National Recreation Area and the remaining 43 miles are privately owned lands. There are numerous secondary roads along this route that lead to individual local attractions. These routes are state, county and National Forest maintained.



### ***Significant Landmarks***

Significant landmarks located along the route starting from the east at Redding include: Old Shasta State Historic Site; Whiskeytown Lake portion of the Whiskeytown-Shasta-Trinity National Recreation Area, including Clair-Hill Dam, the visitor center, and overlook; the Camden house; town of Weaverville with the historic old town area, museum, operating stamp mill, Highland Art Center, Joss House, (A California State Park), and numerous well restored houses from the 1800's; the La Grange Mine including a historical marker and monitor (water canon used in the hydraulic mining of this area); old townsites of Junction City, Helena, and Bagdad (only a monument remains); to the north are views of the Trinity Alps Wilderness (at one point within a mere 1/4 mile from the highway); the Trinity River, a designated Wild and Scenic River; many small settlements with unique names such as Big Bar, Big Flat, Burnt Ranch, and Hawkins Bar; the Burnt Ranch Gorge which swallows the Trinity River; China Slide, where Chinese miners died in an 1890 avalanche; Ironsides Mountain (a place of spiritual power for the now extinct Chimariko Indians) and fire lookout tower watching over the highway; Willow Creek, where the Klamath mountain region appears to end and the northcoast Redwood country begins; the China Flat Museum;



Berry Summit and Lord Ellis Summit with their beautiful vistas; and then the first view near the town of Blue Lake of the coastal plains stretching to the Pacific Ocean; ultimately reaching the end in the towns of Arcata and Eureka, each having a local flavor of its own, Arcata for its University town atmosphere and Eureka for its historic buildings and fishing port.

### ***Proximity to Populated Areas and Existing Support Facilities***

The proposed route starts and ends in larger cities. On the east end is Redding (population 70,000) and on the west Arcata (population 17,000) and Eureka (population 28,000). Along the route are small unincorporated towns and settlements which mostly cater to the traveling tourist. The east end of the scenic byway is 2 1/2 hours north of Sacramento and 3 1/2 hours from San Francisco. The west end leads one to the heart of the northcoast redwoods and near the nationally known Scenic Highways 1 and 101. Travel time from San Francisco to Eureka is approximately 5 hours. The entire drive from Redding to Eureka along State Highway 299 takes approximately 3 hours.

## **Nomination Criteria**

**The proposed Byway must be an existing road with a current or potentially high degree of scenic value and may include recreational, historical, educational, scientific, or cultural features. These values and features must be of National or State significance.**

The proposed Scenic Byway is of high national scenic value. The river corridor portion of the byway is only slightly less magnificent than the Columbia River Gorge. On a spring day with snow capping the Trinity Alps, the red bud in full bloom and the Trinity River's green depths flowing westward, few places can surpass the vistas. The area is rich in both historic gold rush mining lore and historic remains. This route was also historic in the opening of the redwood coast timber industry. Anglers come from all over to participate in the annual salmon and steelhead runs along with whitewater enthusiasts willing to test their skill against Class V whitewater. For those recreationists looking for water skiing, sailing or lake fishing, Whiskeytown Lake is a delight to the senses. Of geologic significance are the Del Loma Caves north of the town of Del Loma. Horse Mountain Botanical Area (just off Berry Summit) has numerous sensitive species and the proposed Manzanita Creek Research Area is adjacent to the route at Big Bar.

**The nomination must be an existing route, located primarily within a National Forest and have public access.**



The suggested route from Redding to Eureka/Arcata crosses two National Forests and three Ranger Districts. The entire length is 140 miles with approximately 70 miles on National Forest System lands and the rest on other federal, state or private land.

The route may include segments under other jurisdictions. Written agreements must be obtained with those having jurisdiction indicating their concurrence with being designated as a National Forest Scenic Byway.



The Bureau of Land Management, National Park Service, Humboldt, Shasta, and Trinity Counties, California Department of Transportation, and State Assemblyman Stan Statham have all expressed their support. (See enclosed letters.)

**The route must be safe for recreational driving in a passenger car.**

Highway 299 is a state highway and is maintained year round by the California Department of Transportation. The road is safe for recreational driving in a passenger vehicle in accordance with the requirements of the Federal Highway Safety Act.

**The nomination of the route as a Scenic Byway must be consistent with Forest Plan direction.**

This proposal is consistent with the Forest Plan objectives of Scenic Byway designation for this route.

**The route has a current or potentially high degree of showcasing management activities of the National Forests.**

There is high potential for exhibiting national forest activities along the proposed route. Timber harvesting can be viewed in several areas and ongoing wildlife, fisheries, and watershed studies take place along the Trinity River.

## Selection Criteria

### **Showcase outstanding National Forest Scenery.**

This area showcases the majesty of the Klamath and coast ranges which includes the Trinity Alps Wilderness Area. The geography/geology features steeply uplifted granite peaks, sheer cliff walls, rippling waterfalls in winter and spring. Nestled alongside the highway and seemingly protected by these mountain guardians is a flowing emerald gem, the nationally designated wild and scenic Trinity River with it's clear calm waters and cascading white water. Vegetation ranges from thick stands of pine, Douglas-fir, and dogwood to airy digger pine and manzanita to dense redwood stands.

### **Increase the publics' understanding of the National Forests as the major provider of outdoor recreation.**

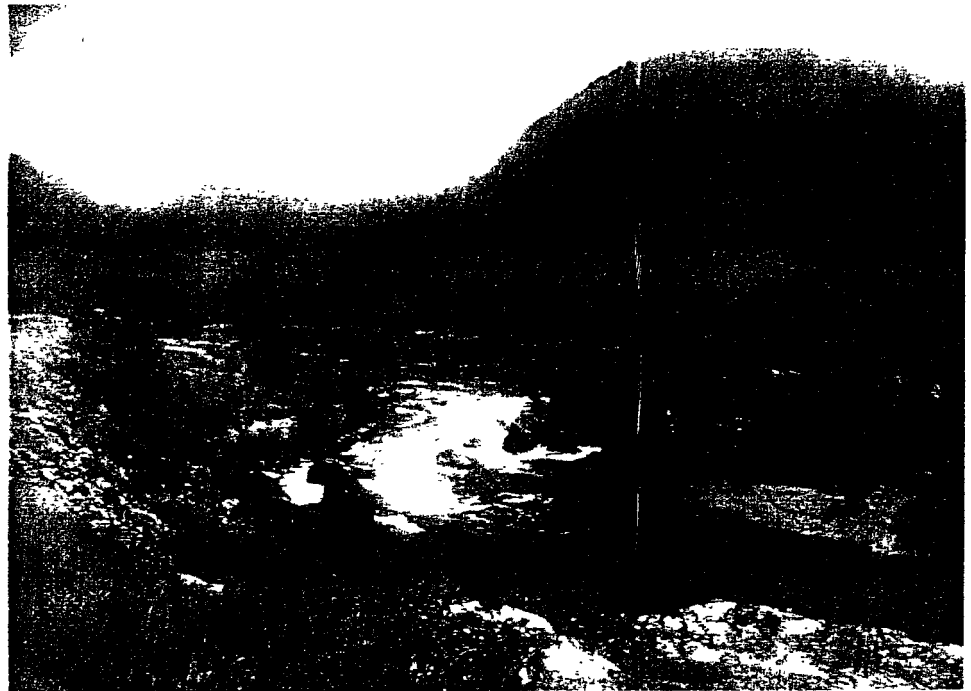
All along this route opportunities abound for forest recreation. Forest Service signs indicate picnic sites, developed campsites, and river access areas. Opportunities include; mining for gold either by suction dredge or pan, fishing for steelhead and salmon, river rafting and kayaking ranging from calm Class I waters to world renowned Class V, swimming, dispersed recreation sites, exploration and interpretation of historic mining towns, spelunking, and unlimited scenic vistas.

### **Increase public awareness and understanding of all National Forest activities and interpret management activities as well as cultural and natural values and attractions.**

A number of National Forest Management Activities occur along this route. Wildlife abounds along the river corridor and is a stopping point for neotropical birds which are currently under study by Forest Service biologists. River rehabilitation for improved fisheries is being studied and projects will be implemented. Recreationists can observe private working mining operations on the banks of the Trinity River. Towards both the east and west end of the proposed route forest plantations can be seen along with the visual remains of old fires. All of these management activities provide for interpretive opportunities. Other potential interpretive areas are the Chimariko tribe (one of the smallest and most distinct tribes in America), historical mining towns and equipment, the wide spectrum of vegetation, and the evolving riparian habitat due to damming the river.

**Meet the growing demand of driving for pleasure as a significant recreation use.**

This proposed route is the major link to Redwood National Park, Patrick's Point State Park, and the coast from the hot central valley while conversely it is the route taken for people seeking the warmth of the central valley sun and the fun of Whiskeytown-Shasta-Trinity National Recreation Area. It already has large number of recreational drivers and with designation as a Scenic Byway an even larger



population of recreationists would be reached. According to CalTrans 1991 records, traffic use at the midway point of the highway is an average of 2,150 vehicles per day with a projected use of 3,225 in 2010. The road itself is a pleasure to drive with its sweeping curves and mountainous inclines.

**Increase the use of the National Forests by non-traditional users including urban minorities, the disadvantaged, and elderly.**

With designation and advertising through the National Forest Scenic Byway book, Chambers of Commerce, visitor guides, etc. The route will become better known and a larger cross-section of humanity will be reached. Increased use by non-traditional users will follow. There are areas targeted for handicap access to the river for fishing and interpretive sites planned with handicap access. Large numbers of retirees already use the route.

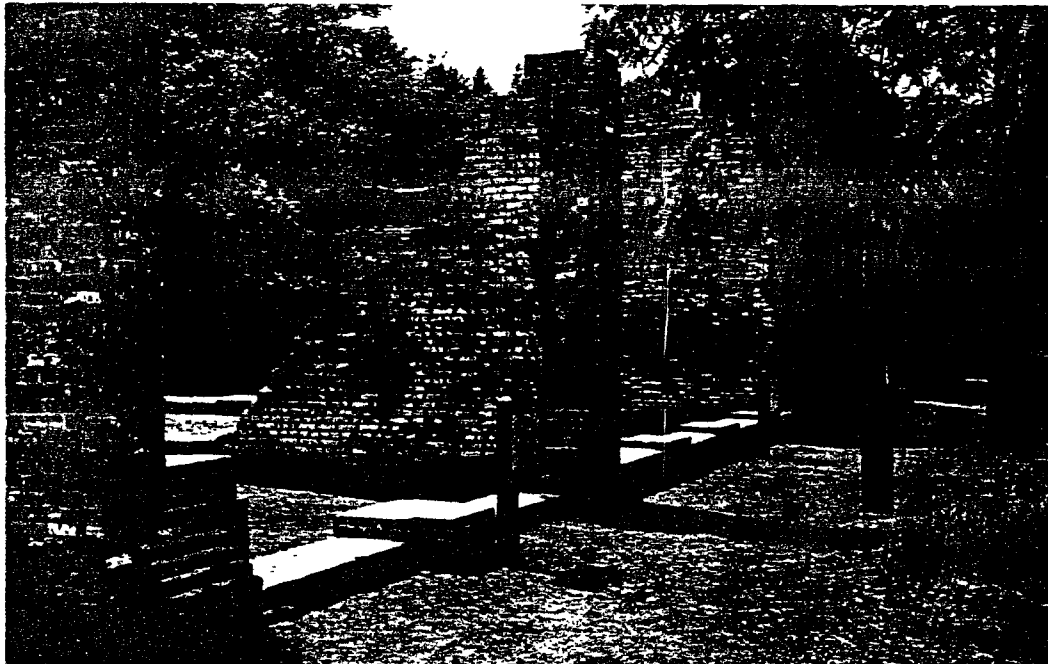
**Cultivate local community participation and support to enhance rural economic diversity.**

Designation will enhance and strengthen already existing partnerships and create new ones. The Trinity Scenic Byway Association which consists of Chamber of Commerce members from Eureka, Arcata, Willow Creek, Weaverville and Trinity County; the City of Redding; smaller community business people; the Bureau of Land Management; California Department of Parks; CalTrans; National Park Service; and the Forest Service has been in existence since last fall and actively promoting the proposed route through the development and

publishing of a brochure. Humboldt State University Geography Department, through Dr. Lowell Bennion, is offering a class for seniors this fall that will research and write an interpretive guide for the Highway 299 area between Arcata and Redding. It is hoped that through these efforts recreationists will be more inclined to spend time in this beautiful region and thus help the communities along the route that have been dependent on timber monies.

**Contribute to the Nation's overall Scenic Byways effort.**

This proposed route fits perfectly with the intent of the Scenic Byways program. It showcases one of the most beautiful areas in California and provides the driver with the rare opportunity to follow along a Wild and Scenic River for 30 miles. This area is rich in mining history and very few people realize that gold was discovered



here at the same time as at Sutter's Mill. Along with historic mining, interpretation will also feature a wide range of Forest Service management activities from research to utilization. Partnerships and interpretation go hand in hand in an already thriving partnership with Humboldt State University. Local communities have banded together with the Forest Service and other state and federal agencies in the search for increased tourism and rural economic diversity.

## Opportunities

### Outstanding Characteristics and Features

The proposed scenic byway route has many outstanding features in the areas of geology, history, biology and scenery. The route starts in the California Central Valley on the east and proceeds into the Klamath Mountains, a very steep heavily forested region. It then passes along the Trinity River where the river changes from slow, calm, clear water to cascading whitewater and then into the Burnt Ranch Gorge where it becomes a raging torrent then back to slow calm water suitable for leisure summer play. The scenery continues within the steep, rugged canyon of the Trinity River until the byway leaves Willow Creek whereupon it becomes more



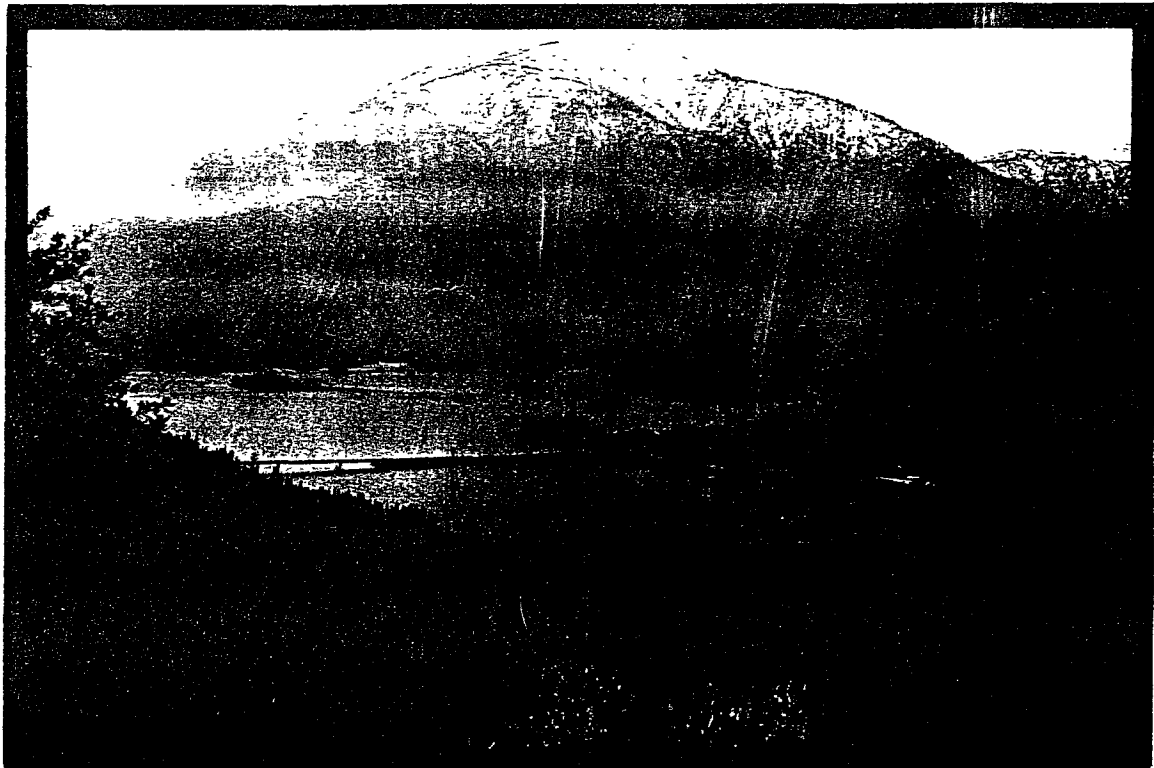
typical of the northcoast and Redwood Region with rolling mountains, open grassy hillsides and deep green forest stands.

There are many educational opportunities along the route involving geology, biology and history. Opportunities are unending and only lack the interpretation and signing. Of these, only historical items are presently exploited by two small state historical parks and active local historical groups. Biologically, the National Forest portion provides opportunities for roadside interpretation of forest management, wildlife viewing, and viewing anadromous fish in the fall and winter. Mineral extraction is also in view along the once rich gold bearing Trinity River.

After descending from the mountains the traveler reaches the Coastal Plain with cool temperatures and deep green fields. Then on to the Pacific Ocean and a wealth of a really different world to explore.

### **Interpretive Focus**

In 1829 Jedediah Smith was the first white man to successfully cross this area. It wasn't until 1850 that other white men used the route of the proposed Trinity Scenic Byway to get to the gold fields of the Trinity which were discovered in 1848. Since that time State Highway 299 has been and remains the major travel



way between the northern central valley and the redwood coast. The route has changed physically over the years from a horse trail to a dirt wagon road to an asphalted highway, but today's travelers are in pursuit of basically the same things - mining, hunting, fishing, homesteading, logging, recreation, a thoroughfare to the coast or the valley - as when it was first used. The theme "Trinity Scenic Byway: From valley oaks to the redwood coast," will focus on the role of this connecting route from the valley to the coast by contrasting various activities through the years. It will explore the uses of the adjacent lands and river along the scenic byway through time from prehistoric settlement to current day.

Topics which could be contrasted to tell these various stories are:

Mining, then and now

Early logging and today's forestry practices

Homesteading, settlement, and rural development

Rivers, harnessed and free

Enjoying America's Great Outdoors - afoot, afloat, and on-wheel

## Partnerships

A group called the Trinity Scenic Byway Association is formed and in place. The association consists of Chambers of Commerce, three Ranger Districts on two National Forest, City of Redding, several private business owners for a total of 12 agencies. Many additional partners are available and interested in moving forward with a development plan. In addition CalTrans has pledged its support with appropriate signing along the route. Humboldt State University in Arcata has committed to preparing interpretation along the route.

The presently formed Trinity Scenic Byway Association has undertaken the publishing of a brochure to identify and advertise the route. The Forest Service will take the lead in preparing a descriptive publication of the interpretation along the route. Numerous partners will be included in the publication. The expected date for this publication would be 1993.

## Key Management Considerations

This proposed scenic byway has been previously considered for nomination as a State Scenic Highway. The nomination never moved forward as CalTrans will not recommend the nomination because the designation places severe restrictions on maintenance and would disallow new construction and reconstruction. All of these activities are presently planned and needed on certain portions of the route. CalTrans has indicated that they are most willing to cooperate with us on signing a Scenic Byway and working with us on interpretive facilities along the route. Congressman Stan Statham initiated legislation (ACR 126) to name Highway 299 as the "Trinity Scenic Byway" which has passed both the state senate and assembly. ACR 126 will authorize CalTrans to place signs at each end of the route.

The present Trinity Scenic Byway Association has strong and broad support throughout the proposed route. The potential partners are anxious and eager to move ahead with this project.

The interpretation along the route within the National Forest will require Forest Service funding to complete. Partnerships will help finance the initial construction. Maintenance will more likely become a Forest Service expense.

There are a number of good turnouts along the highway that are ideal for interpretive sites though additional sites may be needed. To date CalTrans has been very cooperative with us in making various improvements along the highway.



# United States Department of the Interior

NATIONAL PARK SERVICE

WHISKEYTOWN UNIT

WHISKEYTOWN-SHASTA-TRINITY NATIONAL RECREATION AREA

P.O. BOX 188

WHISKEYTOWN, CA 96095-0188

IN REPLY REFER TO:

June 25, 1992

District Ranger Charley Fitch  
U.S. Forest Service  
Big Bar Ranger District  
Star Route 1, Box 10  
Big Bar, California 96010

Dear Mr. Fitch:

*Charley*

I sincerely apologize for taking so long to get back to you on the Trinity Scenic Byway, but as far as I can determine the National Park Service here at Whiskeytown would be in support of such a proposal at least for the approximate 10 miles of State Highway 299 that is contained within the boundaries of the Whiskeytown Unit, Whiskeytown-Shasta-Trinity National Recreation Area.

There are a few minor editorial comments that I would make in regards to the materials you provided me:

1. I know that our portion of the highway would fall within the 2nd Congressional District (see paragraph C.2.a.)
2. The correct reference for the recreation area is "Whiskeytown-Shasta-Trinity National Recreation Area". It is shown in at least two places as Shasta-Trinity-Whiskeytown National Recreation Area (I have always appreciated top billing in the 1965 enabling act).
3. The correct title of the dam for Whiskeytown Lake is "Clair A. Hill Whiskeytown Dam" (see paragraph C.2.c.).
4. Under "D. Nomination Criteria", 2nd paragraph, you might want to consider including the fact that the route from Redding to Eureka/Arcata also crosses National Park Service administered lands within the Whiskeytown Unit of the Whiskeytown-Shasta-Trinity National Recreation Area just for added emphasis and weight.

I do appreciate the opportunity to comment and again apologize for the tardy response time.

Sincerely,

Ray C. Foust  
Superintendent



# United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Redding Resource Area

355 Hemsted Drive

Redding, California 96002-0910

MAY 28 1992



IN REPLY REFER TO:

8300

(CA-059)

JUNE 1 1992

BR  
LANDS  
FIND  
AD  
LAW  
LIFE

U.S. Forest Service  
Big Bar Ranger District  
Star Route 1, Box 10  
Big Bar, California 96010

Dear Mr. Fitch,

We have reviewed the draft proposal to designate 140 miles of State Highway 299 as a Scenic Byway and are fully supportive of the concept. The highway segment extending between Redding and Eureka is truly unique and beautiful. As you know, the BLM-Redding Resource Area manages a significant amount of public land located between west Redding and Helena within Shasta and Trinity counties. Some of the exciting attractions in close proximity to the proposed byway include the Sacramento River, the Gene Chappie/Shasta Off-Highway Vehicle Area, the National Wild and Scenic River corridor of the Trinity River, and the Douglas City/Junction City/Steel Bridge campgrounds.

The Sacramento River segment extending between west Redding and Shasta lake is located within BLM's proposed Interlakes Special Recreation Management Area. As you know, Shasta County (through the McConnell Foundation) has conducted a feasibility study on the creation of a greenway extending within this segment. The greenway would include the conversion of the abandoned Southern Pacific Railroad to a trail extending to Shasta Dam adjacent to the river. BLM is excited about the prospect and feels that the greenway could only complement the concept of a Scenic Byway.

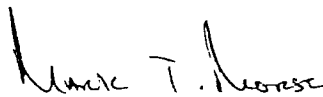
The Gene Chappie/Shasta OHV Area is also located within the Interlakes Special Recreation Management Area. BLM has been very fortunate to work with the Forest Service, National Park Service, California Off Highway Vehicle Commission and private organizations in the development of this area for off highway vehicle use. Each year, thousands of users recreate within this area which provides excellent motorized vehicle use opportunities.

As noted within the proposal, the Trinity River has been designated as a recreational component of the National Wild and Scenic Rivers System. The river offers excellent fishing, float boating, camping and site seeing opportunities and provides over 100,000 recreational user days annually.

Finally, BLM manages three camping facilities immediately adjacent to the proposed route. The Douglas City, Junction City and Steelbridge campgrounds offer a wide variety of camping opportunities close to the Trinity River. Once again, these facilities can only compliment Scenic Byway designation.

In summary, we fully support Scenic Byway designation and look forward to working with your staff in providing input regarding the proposal. We would also ask to be included within the Trinity Scenic Byway Association. Please feel free to contact Eric Morgan of my staff regarding further information.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark T. Morse". The signature is fluid and cursive, with the first name "Mark" and last name "Morse" being clearly legible, and "T." as a middle initial.

Mark T. Morse  
Area Manager

MAY 20 1992

RESOLUTION SUPPORTING AND ENCOURAGING THE ADOPTION OF  
PROPOSED TRINITY SCENIC BYWAY

DR \_\_\_\_\_  
LANDS \_\_\_\_\_  
TMO \_\_\_\_\_  
AO \_\_\_\_\_  
FMO \_\_\_\_\_  
SOILS \_\_\_\_\_  
WILDLIFE \_\_\_\_\_

WHEREAS, the goals of the National Forest Scenic Byways program are to:

1. Showcase outstanding national forest scenery;
2. Increase public understanding of national forests as the major provider of outdoor recreation;
3. Increase public awareness and understanding of all national forest activities, as well as cultural and natural resource values and attractions;
4. Meet the growing demand of driving for pleasure as a significant recreational use;
5. Increase the use of national forests by nontraditional users, including urban minorities, the disadvantaged and the elderly; and
6. Cultivate local community participation and support to enhance rural economic diversity; and

WHEREAS, the communities and counties of far northern California are experiencing rates of unemployment; and

WHEREAS, it is a continuing goal to achieve economic diversity offered by enhanced tourism opportunities; and

WHEREAS, State Highway 299, from Interstate 5 to State Highway 101, offers opportunities to view outstanding national forest scenic quality and a variety of resource management activities;

NOW, THEREFORE, BE IT RESOLVED that the Trinity County Board of Supervisors wishes to express strong support and encouragement for adoption of the proposed Trinity Scenic Byway.

BE IT FURTHER RESOLVED that designation of Highway 299 as Trinity Scenic Byway will not prohibit growth, logging, the protection of private property rights or other activities that are presently allowed.

RESOLUTION NO. 40-92

Page 2

PASSED AND ADOPTED by the Board of Supervisors of the County of Trinity, State of California, at a regular meeting of the Board held on the 7th day of April, 1992, by the following vote:

AYES: Supervisors Potter, Leffler, Willburn, Plowman and Whitridge

NOES: None

ABSENT: None

/s/ Arnold Whitridge

Arnold Whitridge, Chairman  
Board of Supervisors of the County of  
Trinity, State of California

ATTEST:

BARBARA M. RHODES

County Clerk and Ex-Officio Clerk  
of the Board of Supervisors of  
the County of Trinity

By /s/ Carol Rourke

Deputy

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

PETE WILSON, Governor

## DEPARTMENT OF TRANSPORTATION

P.O. BOX 494040  
REDDING, CA 96049-4040  
TDD (916) 225-3464



National Scenic Byway  
Shasta-Trinity National Forest  
State Route 299

September 30, 1992

Mr. Ken Showalter  
Recreational Officer  
Shasta-Trinity National Forest  
2400 Washington Avenue  
Redding, CA 96001

Dear Mr. Showalter:

On September 29, 1992, we received a proposal for designating State Highway 299 from Redding to Arcata as the Trinity Scenic Byway by the U. S. Forest Service. The proposal was sent to this office by Charley Fitch, District Ranger of the Big Bar Ranger District.

From the proposal it is our understanding that the program consists of bringing attention to the scenic qualities of the National Forest and to provide opportunities for the public to view them.

The auto traveler will have the opportunity to view historic, cultural and recreational attractions located along the identified routes as an enhancement to their driving pleasure.

The scenic byways will be identified by logo signs along the routes and by maps and brochures available through various traveler information centers.

As long as the scope of the Scenic Byway program does not change and restrict highway maintenance operations in the future or influence future highway construction work, Caltrans agrees with the proposal to establish a National Scenic Byway auto tour along State Route 299 in Trinity County and recommends that the U. S. Forest Service continue with their plans.

If you have any questions regarding placement of logo signs along the route, please call Mrs. Marcella Nankervis, District Traffic Engineer, at (916) 225-3229.

Sincerely,

A handwritten signature in cursive script, reading "Vickie Bacon".  
VICKIE BACON  
Landscape Architect,  
Design Branch B, District 2

cc: CFitch



# Willow Creek Chamber of Commerce

Humboldt  
County  
"Big Foot Country"



P.O. Box 704  
Willow Creek, California 95573  
Phone 629-2693

June 16, 1992

Mr. Charles Fitch  
District Ranger  
Big Bar Station, USFS  
Big Bar, CA 96010

Dear Mr. Fitch:

The Willow Creek Chamber of Commerce is excited about the possibilities of the proposed Trinity Scenic Byway designation for a portion of highway 299. In a time of economic distress, and with a future that seems destined to have a greatly reduced logging industry our community must look for alternative ways to provide for employment for local residence. The expansion of tourism seems to be our greatest hope.

Many families, including my own, chose to move here because of the scenic beauty. Many of our families stay here, in spite of employment problems, for the same reasons. We know that this area of California has much to offer Tourist, yet is little visited because of its remoteness. The designation of our highway as a scenic byway could help overcome this problem.

We ask for your support in approving the bill that would make this designation a reality.

Sincerely,

Robert D. Botley  
President

**Trinity Scenic Byway Association**

**P. O. Box 517 Weaverville, CA 96093 (916) 623-6101**

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June 30, 1992

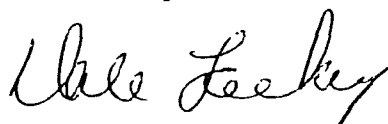
Charley Fitch, District Ranger  
Big Bar Range District  
P. O. Box 10  
Big Bar, CA 96010

Dear Charley,

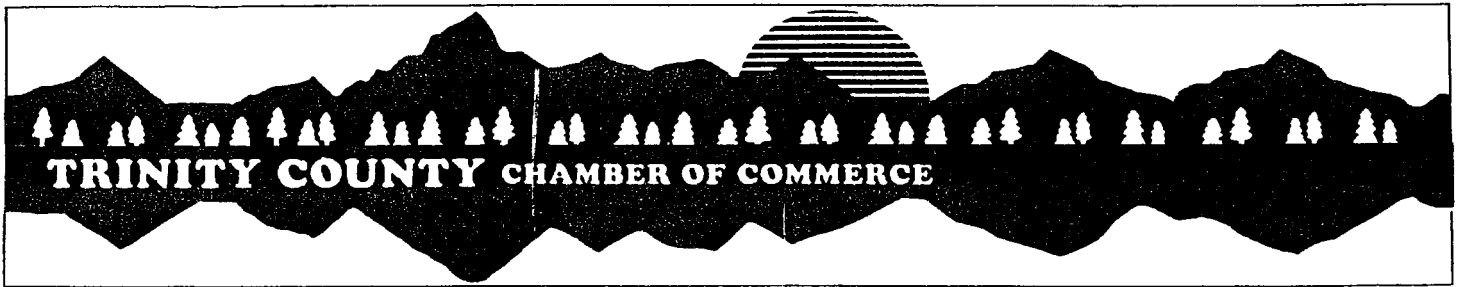
The Trinity Byway Association fully supports the proposed Trinity Scenic Byway for National Scenic Byway designation.

The Trinity Scenic Byway will be instrumental in promoting tourism to Trinity County, and particularly to the economically distressed "downriver area" of Trinity County.

Sincerely,

A handwritten signature in cursive script, reading "Dale Lackey". The signature is written in dark ink and is positioned above the printed name and title.

Dale Lackey  
Chairman



June 30, 1992

Charley Fitch, District Ranger  
Big Bar Range District  
P. O. Box 10  
Big Bar, CA 96010

Dear Charley,

The Trinity County Chamber of Commerce fully supports the proposed Trinity Scenic Byway for National Scenic Byway designation.

The Trinity Scenic Byway will be instrumental in promoting tourism to Trinity County, and particularly to the economically distressed "downriver area" of Trinity County.

Sincerely,

Dale Lackey  
Executive Director





## WONDERLAND ASSOCIATION

Promoting Economic Development Through Recreation & Tourism In  
Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama & Trinity Counties

BOB WARREN  
General Manager

PO Box 1988, 1250 Parkview Ave., Redding, CA 96099  
916/243-2643 (Fax 916/241-4075)

May 14, 1992

MAY 15 1992

Irl H. Everest, District Ranger  
Weaverville Ranger District  
P.O. Box 1190  
Weaverville, CA 96093

Charley,  
Sent to me by mistake.  
Dene

Dear Irl:

I understand you are currently in the process of applying for scenic highway status for the highway 299 corridor. I am writing to offer support and encouragement for this project, as I think it is very important for the economy of the region. As tourism moves into the number one position on the economic ladder, it is important for us to continually offer new ways of encouraging visitors to come to our area, the scenic byway program is a perfect example of how this can be accomplished.

As you know the efforts to notify the rest of the outside world of the beauty of our national forests is often a difficult one. There are many choices for activities and sometimes the National Forests are overlooked as a way to recreate. The promotional efforts that go along with the scenic byway status, I feel, will help in this endeavor. Whatever we can do to offer continuing support for this project, please let me know and we will be glad to do so. Good-luck on obtaining this status for one of the most scenic highways in our region.

Sincerely Yours,

Robert L. Warren

RLW:kt

RESOLUTION NO. 92-400

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDDING SUPPORTING AND ENCOURAGING THE ADOPTION OF THE PROPOSED TRINITY SCENIC BYWAY.

WHEREAS, the proposed Trinity Scenic Byway is one of the jewels of northern California, providing a scenic, recreational, historical and educational tour through a cross section of the north state; and

WHEREAS, it is a continuing goal to achieve economic diversity offered by enhanced tourism opportunities; and

WHEREAS, the communities and the counties of far northern California are experiencing relatively high rates of unemployment; and

WHEREAS, State Highway 299, from Interstate 5 to State Highway 101 offers opportunities to view outstanding National Forests' scenic quality and a variety of resource management activities; and

WHEREAS, the goals of the National Forest Scenic Byways program are to:

- \*Showcase outstanding National Forest scenery
- \*Increase the public understanding of National Forests for recreation
- \*Meet the growing demand of driving for pleasure
- \*Increase the use of National Forests by non-traditional users
- \*Cultivate local community participation and support; and

WHEREAS, this 140 mile route passes through 3 counties and is truly one of the most beautiful areas in northern California and also one of the most interesting from a cultural standpoint.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Redding hereby expresses strong support and encouragement for adoption of the proposed Trinity Scenic Byway.

I HEREBY CERTIFY that the foregoing Resolution was introduced and read at a regular meeting of the City Council of the City of Redding on the 15th day of September, 1992, and was duly adopted at said meeting by the following vote:

AYES:	COUNCIL MEMBERS:	Anderson, Dahl & Moss
NOES:	COUNCIL MEMBERS:	None
ABSENT:	COUNCIL MEMBERS:	Arness
ABSTAIN:	COUNCIL MEMBERS:	Kehoe

/s/ Charlie Moss  
CHARLIE MOSS, Mayor  
City of Redding

ATTEST:

FORM APPROVED:

/s/ Connie Strohmayer  
CONNIE STROHMAYER, City Clerk

/s/ Randall A. Hays  
RANDALL A. HAYS, City Attorney

Trinity Journal  
September 9, 1992

## Scenic byway legislation passed

Assemblyman Stan Statham has announced that legislation to name Highway 299 as the "Trinity Scenic Byway" has passed through the assembly and senate and will soon be sent to the department of transportation.

"In these times of financial hardship, a devastating fire and an uncertain timber industry, we realize the need to expand our economic base. ACR 126 will certainly increase tourism and enhance the business climate in Trinity County," Statham said.

ACR 126 authorizes the Department of Transportation to place signs on Interstate 5 and Highway 101 referring to Highway 299 running west from Redding to Arcata as the Trinity Scenic Byway.

"This area holds a multitude of scenic, recreational and historic landmarks that lie right along Highway 299. Renaming Highway 299 is the first step in an aggressive campaign to attract tourism," Statham concluded.

The Scenic Byway includes all the areas that are accessed from Highway 299, including Trinity Lake, Lewiston, Hayfork and the Hoopa Valley Indian Reservation.